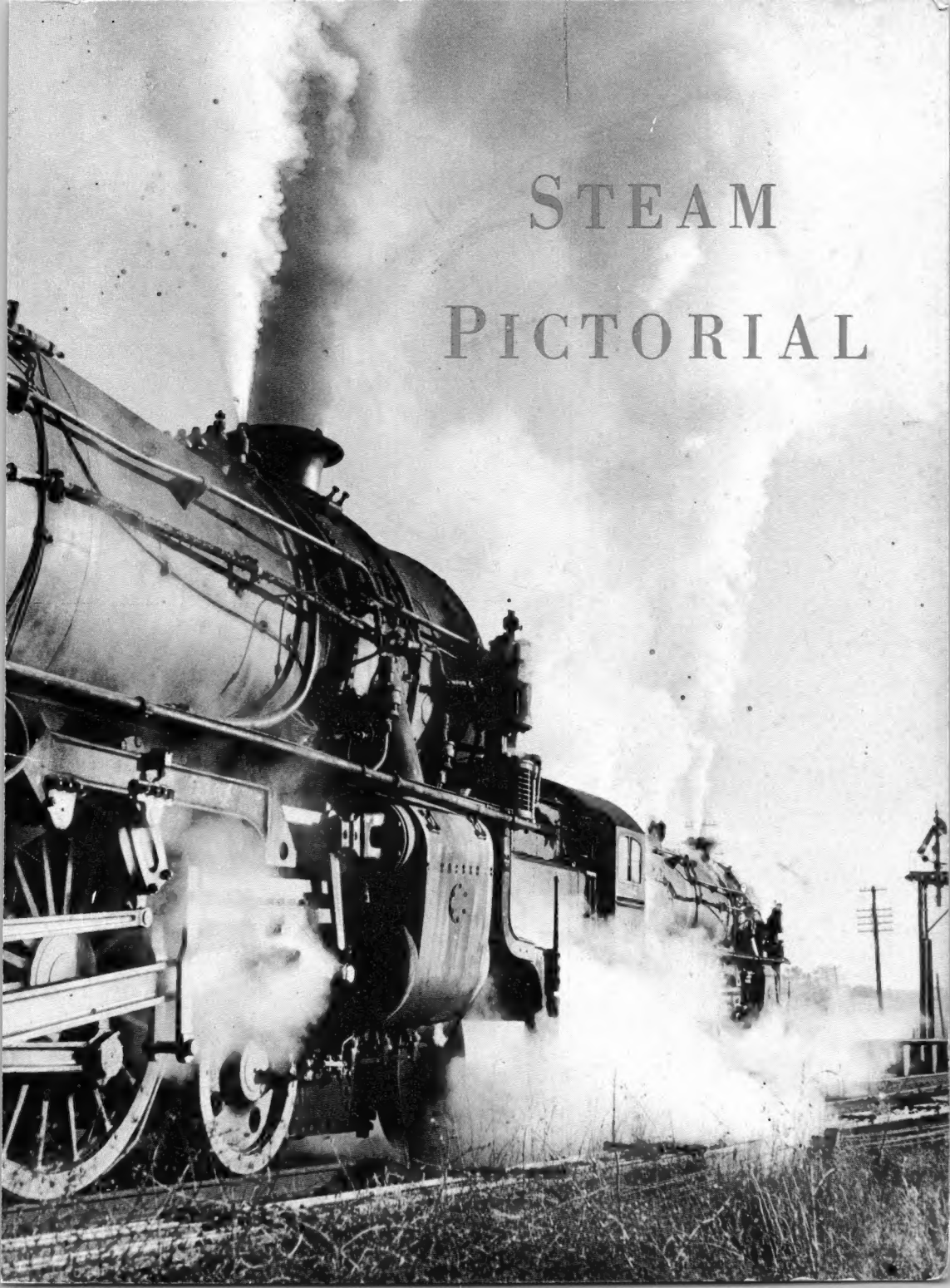

STEAM PICTORIAL

There are still several branch lines in New South Wales which still rely on the 30T class as their only form of motive power, 3144, specially cleaned up for the occasion, rolls along near Nyngan with a special train for the Victorian Division of the Australian Railway Historical Society in April 1966.

On the cover: 3612, at left, pauses on shunting duties at Molong as 3613 leaves with a down goods for Parkes, in May 1965.

STEAM PICTORIAL

A PHOTOGRAPHIC SURVEY
OF STEAM LOCOMOTIVES
AT WORK ON THE NEW
SOUTH WALES RAILWAYS

THE NEW SOUTH WALES
RAIL TRANSPORT MUSEUM
SYDNEY

INTRODUCTION

The decade of the 1960's is seeing the most dramatic change in the railway scene in New South Wales since the Sydney suburban electrification of the 1920's. At the beginning of 1960 steam operation was supreme on all main lines but one from Sydney, and in all country districts but the North Coast. Diesel power was confined generally to top passenger services and to specified express goods trains, and there were still many important duties for steam locomotives.

By 1970 we can expect that steam operation will have completely vanished except perhaps for shunting and standby service. Already in many parts of the state this is the case, and the number of steam locomotives is being reduced daily. While this process of change is most desirable in the interests of economy, the advent of diesel motive power is viewed with mixed feelings by the many people who admire steam locomotives. Those who have travelled in a sleeping carriage at night and have listened to the sound of the train, or have watched a double-headed goods train struggling up a grade at ten miles per hour, will never get the same sensations from the soulless efficiency of a diesel locomotive.

It is for those who would like something to remember steam engines by that this book is intended. In it are some forty glimpes of steam locomotives at work, mostly on their regular duties. Nearly every class of steam engine still in service is pictured; some types are more heavily represented than others, with the 38 class dominating particularly; but since this class represents the summit of steam locomotive design in New South Wales, this is perhaps appropriate.

The photographs in this book were taken by Messrs. Michael Burgess, Brian Coker, Tony Eyre, Neill Farmer, Neville Hatcher, Ray Love, Peter Neve, Fred Saxon and Russell Steer. The book was edited by Terry Bolton and Dale Budd.

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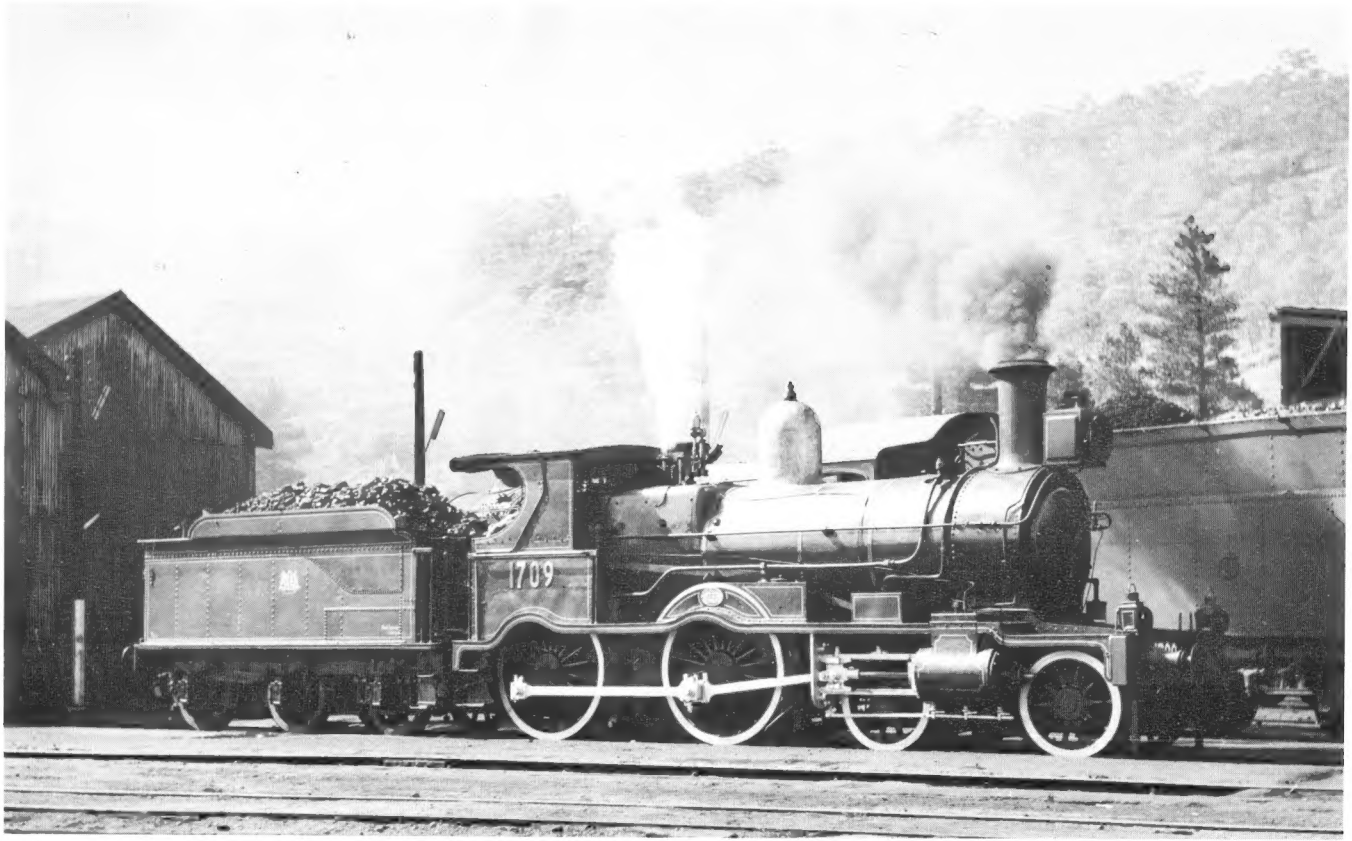
First published October 1966
Second impression March 1970

Registered in Australia for transmission by post as a book.
Published by the New South Wales Rail Transport Museum, Box 1983, G.P.O., Sydney, N.S.W., 2001.

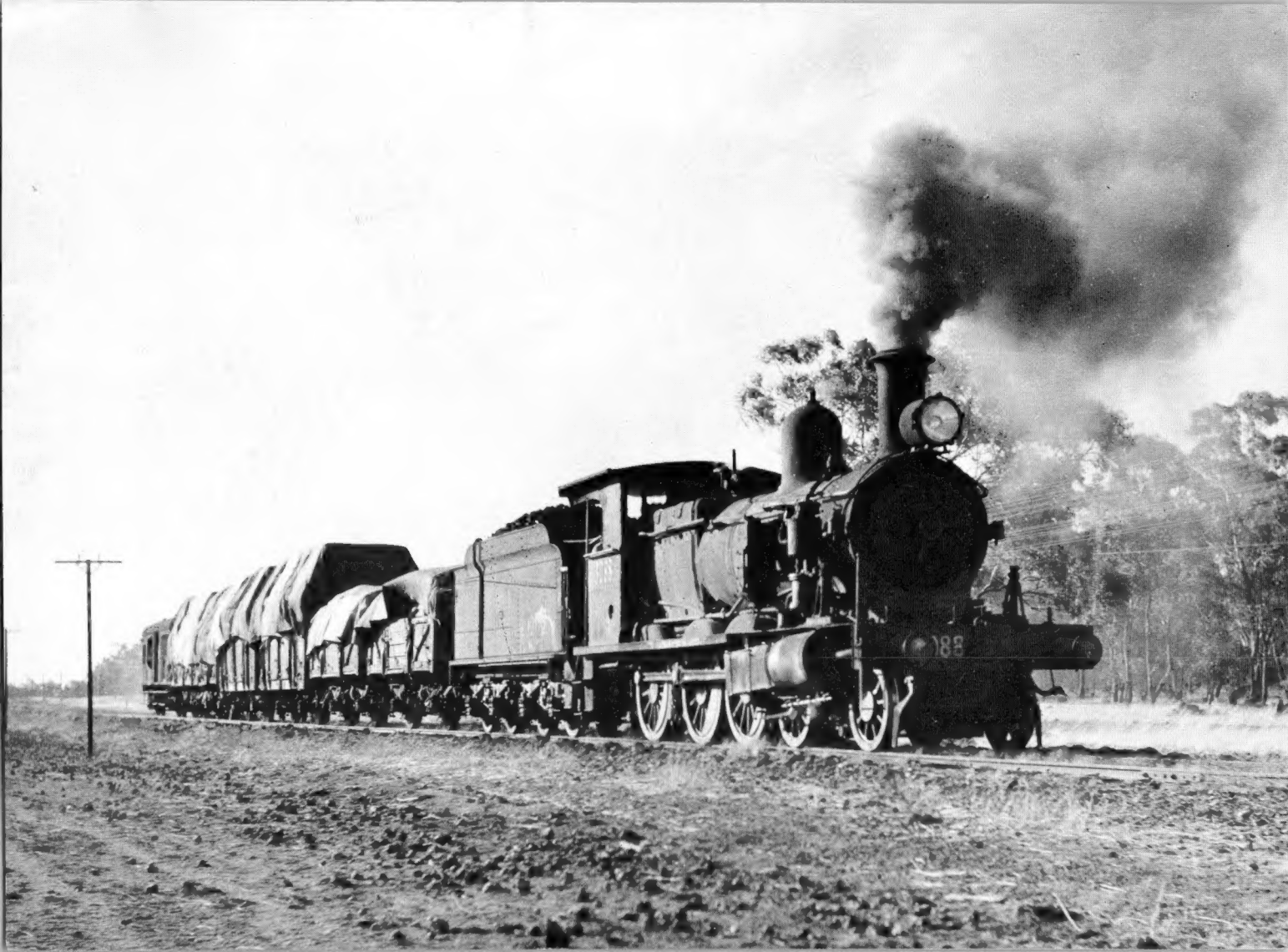


Some railway administrations, dazzled by the economies of diesels, have quickly relegated steam engines to a position of disgrace. Not so the New South Wales Railways, which have recognised the work done by steam power, and which maintain several truly ancient engines for operation on special occasions. Here 1709, a 4-4-0 of 1887 vintage, prepares to set out from the locomotive depot at Lithgow.

Above: The "Vintage Train" is in popular demand, especially at country functions, and usually consists of 1709 and 1243, another elderly 4-4-0, hauling three passenger cars and a former State Car. Here the train is seen near Wallerawang on a run from Lithgow to Bathurst on the 20th March 1965, to help mark the Carrillon City's 150th anniversary. Below: Many of the 30 class tanks are still in use on the suburban passenger duties for which they were designed. 3054 is leaving Redhead, on the Belmont line, with a two car train for Newcastle.

13054

Above: Running only a couple of minutes behind schedule, 3067 substitutes for an unavailable two car diesel unit on a Saturday midday commuter run from Newcastle to Toronto early in 1965. Below: 3088 on No. 82 goods from Rankin's Springs to Temora trundles along at a leisurely 20 mph with a short load of wheat. Photographed near Reefton, 17th April 1965.



Above: One of the system's best known locomotive types is the 32 class, which was the mainstay of the passenger services on the Illawarra line as late as 1964. 3326 is running through the northern suburbs of Wollongong with the midday Nowra train on a Saturday in 1963. Below: On the lines beyond Dubbo, the 32's have yet to be downed by diesels. 3308, with a water tank attached, steams towards Nyngan with a goods train from Cobar in May 1966.

Demolition of the locomotive depot at Eveleigh, near Redfern, began in 1963, to prepare for the construction of a new carriage shed on the site, but the last section of the building was not removed until 1966. During all this time the normal servicing of steam engines was carried out. This photo shows the depot in October 1964, with 3255, 3227, 3045, 3802 and 3824 being the engines visible.

Once the top express engine on every main line, the 35 class later came to be seen only on the northern and north coast lines; with the advent of diesels they are now disappearing fast. In unfamiliar territory on the privately owned Medway Quarry branch near Marulan, 3503 heads a special excursion for the Railway Historical Society in 1964.

Above: On home tracks is 3534 climbing Hawkmount, a short but steep grade for northbound trains between Dora Creek and Awaba. Below: 3520 leans into a curve as it climbs from Fassifern with a Newcastle bound passenger train.

Above: On an April evening in 1965, No. 58 up Through Mail waits for the departure signal at Dubbo. Shattering the stillness of the night with the sound of steam from their safety valves are 3668 and 3670. Below: Increasing dieselisation has led to some unusual duties for steam locos, in particular the use of passenger engines on goods trains. In a scene that would cause the designers of the 36 class express passenger locomotives to turn in their graves, 3644 and a sister engine climb towards Yerrinbool with No. 323 goods in May 1966.

Above: The Western line between Lithgow, Parkes and Dubbo was the last main line to be exclusively worked by steam, the first diesels not appearing until late 1963. Here two 36's combine to lift a Sydney-bound goods train out of Molong. Below: Bathurst locomotive depot in May 1964, showing 3650, 3666, 3636, 6042 and (partly hidden) 2606.

The last steam passenger engines built for the New South Wales Railways were the 38 class, without doubt the Mechanical Branch's finest achievement and one of the most outstanding locomotive designs in Australia. Above: 3807 heads the Orange - bound Central West Express between Lithgow and Wallerawang. This train and the Newcastle Expresses are regularly worked by 38 class and are the only air-conditioned trains still hauled by steam. Below: 3828 near Yerrinbool with the Goulburn Day Train in March 1965. This service is now operated by a self-propelled two car diesel train.

38 03

Above: No. 71 Newcastle Express, commonly known as the "Midday Flyer", ascending the grade out of Fassifern in August 1965. Below: At dusk on the western plains, 3665 leads a 38 class on No. 46 Coonamble Mail a few miles to the south of Dubbo.

Class leader 3801, in green livery, drifts into Moss Vale with a goods train from Goulburn in 1964. To be retained in working order for use on special occasions after all regular services are diesel powered, 3801 holds the Sydney - Newcastle record of 2 hours 1½ minutes; its return to service in 1966 after withdrawal was financed in part by the N.S.W. Rail Transport Museum.

Like the 36 class, the 38's have been used mainly on goods trains in recent years. Similarly to 3801 opposite, 3808 is heading a Sydney-bound goods on the southern line: No. 78 pick-up goods is making a smokey display between Exeter and Werai.

Above: As well as 3801, two other 38's have been kept in their original green colour scheme to operate special excursions. 3830, the last 38 class built and the system's newest steam passenger engine, starts out of Strathfield with the up Southern Highlands Express in April 1966. Below: Two 38's and a 36 meet at Bargo - 3665 and 3814, in the loop at right, are overtaken by 3810 on the main line, on a March day in 1965.

Relaying work on the down line has caused this western line goods train to be diverted to the up track; 3811, bound for Bathurst, is seen between Wallerawang and Rydal on 30th January 1965.

The third of the three 38's in green paint is 3813, here seen near Menangle with No. 49, 3.55 pm Sydney to Moss Vale, in December 1964. All the 38's were green until the mid-1950's; gradually all were painted black, except for 3813, which so far as is known has been green all its life. 3830 was restored to green livery in September 1961, followed by 3801 in August 1963.

Above: Always a most handsome locomotive, whether green or black, and the fastest engines on New South Wales tracks, the 38's are in frequent demand for rail fan excursions. About to work a tour train for the N.S.W. Rail Transport Museum, 3813 simmers in Moss Vale yard on the 4th April 1965; in a few minutes it will be racing a 500 ton train towards Sydney at over 60 miles per hour. Below: 3802, one of the original five streamlined 38's, slogs uphill near Wingello in February 1964.

Making light work of the 1 in 40 grade up Tumulla Bank, between Bathurst and Blayney. 3610 double-heads with a 38 on the down Central West Express in April 1965.

A couple of passenger trains on the southern line still have steam heating in the carriages, using steam piped through from the locomotive. On a cold winter day in 1966, 3824 crosses Minto viaduct with No. 50 morning passenger from Moss Vale, with steam blowing from the cylinder cocks and from several leaking joints along the train.

Above: While shunter 3141 puffs about its duties, 3809 starts away from No. 2 platform at Sydney with No. 49 for Moss Vale in August 1964. Below: One of the most spectacular but least known branches in New South Wales is the line from Glenreagh to Dorrigo. The last steam train to run on the line was a special operated by the Department of Railways in August 1964; here 5088 heads the train over a scenic river crossing near Brooklana.

Above: Between 1895 and 1925, the New South Wales Railways received 590 goods engines of three generally similar designs, the 50, 53 and 55 classes. Although their numbers have been greatly reduced by the advent of diesels, many can still be seen on secondary duties in some areas. Here 5433, at right, waits in the loop at Willow Tree as 5229 rolls through with a load of wheat in December 1964. Below: 3636 assists a 53 class on a ballast train approaching Nashdale, between Orange and Molong.

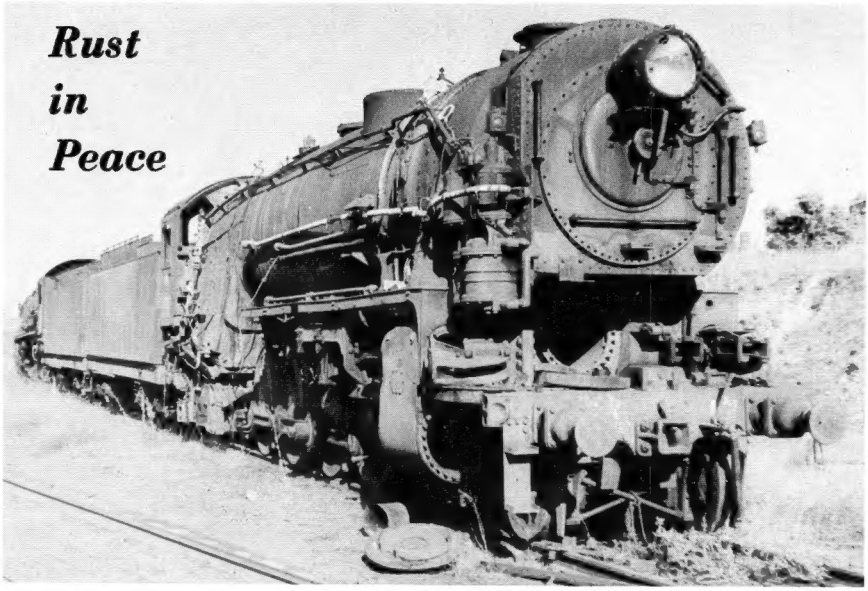
Although the newest of the three "standard goods" classes, the 55 class were the first to be withdrawn; at the time of writing, only one of the original 120 is still in service. Climbing Eastwood Bank with a local goods in 1962, 5595 shows the unusual Southern valve gear which distinguished the class.

largest locomotives in Australia, the 260-ton 60 class Garratts received a great deal of adverse publicity when they were built in the 1950's. With minor modifications, however, they became very successful and most are still in service. Their most spectacular working was running double-headed between Molong and Orange on block loads of concentrate from Broken Hill; one of these trains is seen between Amaroo and Borenore late in 1964.

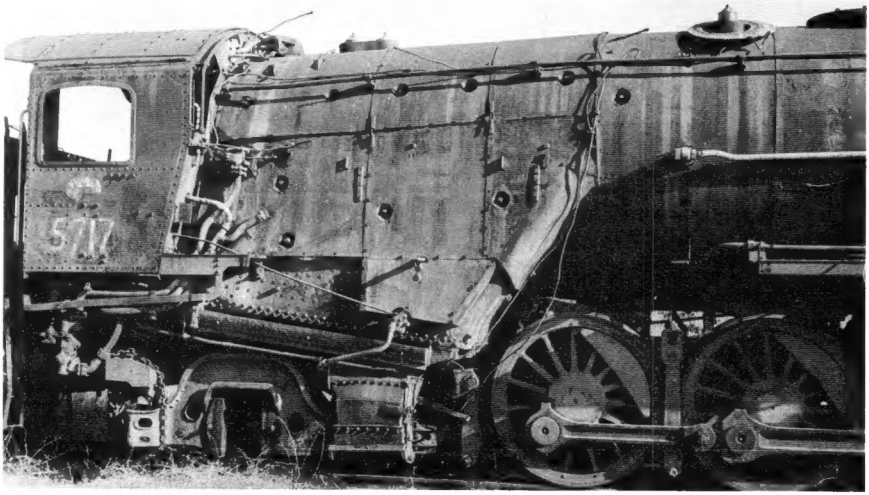
Above: Unusual working of a 38 and a Garratt "back-to-back": 3829 and 6019 double-head on a load of wheat approaching Wingello. Below: Running light but making a pretence of working hard, 6009 pours out black smoke as it climbs Fassifern Bank.

60091

The 60 class still play a big part in goods working between Gosford and Broadmeadow, and double-headed working is common: here a 59 class assists a Garratt out of Fassifern with a northbound goods in 1964.



For 5717 the task is finished. Stripped of brass numbers and builder's plates, "cannibalised" to keep a sister engine on the road for a few more months, 5717 stands derelict at Junee awaiting the oxy-acetylene torches of a scrap merchant. Once the mightiest engines on the system, the 57's have all been cut up except for 5711, which is preserved by the New South Wales Rail Transport Museum.



THE NEW SOUTH WALES
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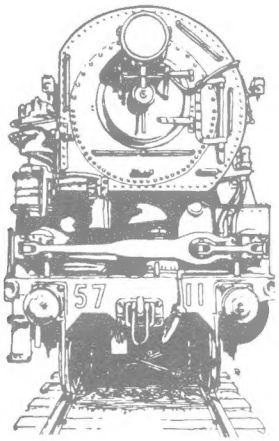

is a society formed to undertake the preservation of historic locomotives, rollingstock and other equipment from the railways of New South Wales. Under the auspices of the New South Wales Government Railways, a museum is to be set up at Enfield, where the exhibits will be displayed to the community.

A major part of the Museum's activities is the running of special steam-hauled tours, ranging from half-day local excursions to trips taking whole weekends on distant country branch lines. These trips allow members to photograph steam trains in places where they may never be seen again, and also provide a splendid way of seeing out-of-the-way parts of the countryside.

For more details of the project, or of the tours, write to the Secretary of the Museum at Box 1983, G.P.O., Sydney, N.S.W. 2001.

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